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TRANSPORTATION

Meeting Our Transportation Goals

Because transportation right-of-way is the most heavily used and experienced public space; because network design influences whether an area can be urban, suburban or rural; and because streetscapes strongly contribute to community character, future land use patterns and transportation systems must be planned together. This chapter addresses the everyday need to move about the community. Successful implementation supports commuting, deliveries, emergency services, tourism, and more. The primary goals of the regional transportation system are to improve the mobility of people and goods, provide choices to enhance the quality of life, provide infrastructure to support economic development, protect the natural environment and sustain public support for transportation planning efforts. In order to meet these goals, this element promotes safety; context sensitive solutions; complete streets; environmental responsibility; the integration and connectivity of transportation systems; efficient system management and operation; and improvements to existing intermodal transportation systems.

Transportation goals presented in the Flagstaff Regional Plan first speak to over-arching concerns including general mobility, safety, quality of design and sensitivity to the environment. Individual modes are then addressed starting with pedestrians - the smallest scale – and growing to rail and air.

How Do We Get Around?

Flagstaff is nationally recognized for its walking, bicycling and transit systems. Journey-to-work data and a local trip diary survey show our region is above national averages for using these travel modes. Capitalizing and building on these successes is important, because within the complex relationships between transportation and land use is the simple concept that how and where we live influences how we travel. Put another way, travel choice options and investments depend on land use and community character. Research locally

GUIDING PRINCIPLES

A smart and connected community matters. Smart land use and design based on cohesive communities are respectful of our environment and create efficiencies that benefit community health, social interaction, commerce, and infrastructure.

Prosperity matters. Capitalizing on the innovative spirit that exists in the community will support the human, financial, and capital infrastructure needed for a sustainable and diverse economy.

Place matters. Regional growth should occur in harmony with the community's historical character, unique cultural resources, and natural environment.

Trust and transparency matter. Regional community leaders, commerce, and residents expect transparency, accountability, and respect for each other in pursuit of our community vision.

Cooperation matters. Regional partnerships create a strong community, protect the environment, and achieve our common goals.

Photo at left by: XXXXXXXX

and nationwide indicates that neighborhoods integrating housing, shops, employment, and other uses in a compact, well-designed way can increase personal mobility while reducing vehicle congestion. Alternatively, jobs and housing located far apart and connected only by highways or freeways result in long commutes by car, require expensive real estate to accommodate automobiles, and inhibits or prevents use or other modes.

Managing our region's transportation supply and demand is critical for many reasons. First, the average length of local trips has been increasing, costing money and time. This will continue while residential development occurs at locations removed from commercial areas. These longer trips are not effectively served by transit or other modes. The trend will reverse or slow as more urban-type redevelopment and infill occur. Second, daily vehicle trips will grow faster than population due to increases in daily travel by visitors and tourists. Flagstaff will continue to serve as the primary economic center for a growing north-central Arizona region. There will also be increases in through-traffic on the state highways, including truck traffic. These "external" trips are largely beyond regional control, impact regional infrastructure, and are not likely to use other modes of travel.

Finally, we can influence the supply of new or wider roads, better road connectivity, bicycle and pedestrian facilities, and hours of transit service. Shifting travelers from cars to transit, bicycle and pedestrian modes improves overall system performance. Providing for this shift does not face the same cost and constructability challenges as building new roads or widening existing roads in light of the challenges posed by terrain, interstates 17 and 40, the railroad, and existing development patterns. Adopting and implementing Complete Street Guidelines enables safe use by all modes and by travelers of all ages and abilities as it becomes easier to cross the street, walk to shops, bicycle to work or school, or take the bus. Participation in the community becomes more inclusive, diverse, and engaging..
Regional trends in transportation mode share show how different levels and types of transportation service affect how much time we will spend in traffic in the future. [Need to clarify - this shows 2006 data so we need to compare to future and make some sort of conclusion here.]

Percent mode share by area				
	Flagstaff	Outlying	Core	All FMPO
Single occupany vehicles	55.1	67.7	52.3	57.1
Multi occupany vehicles	19.8	26.6	18.7	21.1
Transit	2.7	0.0	1.0	2.1
Bicycle	9.0	0.6	11.1	7.1
Walking	13.3	5.0	16.8	12.4
Total	100.0	100.0	100.0	100.0

Source: Trip Diary Survey of Community Travel Patterns 2006

What Does Our Transportation System Look Like?

The Circulation map illustrates major road corridors and levels of transit, bicycle, and pedestrian services based on area-type context. For example, urban areas will require higher levels of these services than suburban or rural areas.

INSERT CIRCULATION GIS MAP

Mobility and Access

The Region's transportation system strives to improve mobility and access for people and goods by providing efficient, effective, convenient, accessible, and safe transportation options. The focus is on moving people. Integrating convenient mode choices into more compact and urban future development ensures necessary linkages between our urban, suburban, and rural areas. Economic development, community character, and environmental and health objectives will be advanced with a multi-modal system inclusive of roads and streets, transit routes, bicycle lanes, trails, and sidewalks.

GOALS AND POLICIES - MOBILITY AND ACCESS

Goal T.1. Improve mobility and access throughout the region.

POLICY T.1.1. Integrate a balanced, multimodal, regional transportation system.

POLICY T.1.2. Apply Complete Street Guidelines[1] to accommodate all appropriate modes of travel in transportation improvement projects.

POLICY T.1.3. Prioritize the transportation system within the urban areas of the city in order of: people, bicycles, transit, and cars.

POLICY T.1.4. Provide a continuous system with convenient transfer from one mode to another.

POLICY T.1.5. Manage the operation and interaction of all modal systems for efficiency, effectiveness, safety, and to best mitigate traffic congestion.

POLICY T.1.6. Provide and promote strategies[2] that increase use of alternate modes of travel and manage demand for vehicular travel to reduce peak period demand.

POLICY T.1.7. Coordinate transportation and other public infrastructure investments efficiently to effectively achieve land use and economic goals.

POLICY T.1.8. Ensure that development provides for on-site, publicly owned transportation improvements.

[1]Complete Street Guidelines: http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/complete-streets-faq
[2]Glossary – full spectrum of 'Travel Demand Strategies'

Safe and Efficient Multimodal Transportation

Development of a safe and efficient multimodal transportation system is a priority. Safety, real and perceived, influences mode choice and defines, in part, quality of life. Personal and societal costs due to transportation-related fatalities and injuries are real and significant. Crashes, even fender-benders, contribute significantly to congestion. Strategies from engineering to education are needed to improve safety. Efficiencies can be gained in many ways. While this plan recognizes that private automobiles likely will be the primary mode of trips in the foreseeable future, the percentage of work trips made by single-occupancy vehicles will be reduced through facility improvements and incentive programs that will increase the share of trips using public transit, car and van pools, bicycles, and walking. Increased high-speed internet capacity will also allow for telecommuting and home-based businesses, thus reducing road congestion. Efforts will continue to be made to minimize the duration and severity of peak hour traffic congestion.

GOALS AND POLICIES - SAFE AND EFFICIENT MULTIMODAL TRANSPORTATION

Goal T.2. Improve transportation safety and efficiency for all modes.

POLICY T.2.1. Ensure that infrastructure design provides safe and efficient movement of vehicles, bicycles, and pedestrians.

STRATEGIES: through smart growth, design, engineering, education, enforcement, encouragement and evaluation.

POLICY T.2.2. Consider new technologies considered in new and retrofitted transportation infrastructure.

POLICY T.2.3. Provide safety programs and infrastructure to protect the most vulnerable travelers, including youth, elderly, mobility impaired[3], pedestrians, and bicyclists.

POLICY T.2.4. Consider dedicated transit ways where appropriate.

[3]Mobility-impaired includes hearing and sight-impaired persons.

Environmental Considerations

The Flagstaff regional transportation system should enhance the character of our community and lessen our impact on our natural surroundings. Trekking or trucking, transportation can define how we interact with or environment - our ability to see it, access it, use it, and protect it. Transportation defines space in our built environment. In our natural environment, transportation communicates how we respect the land. Our choice of transportation affects our air and water.

GOALS AND POLICIES - ENVIRONMENTAL CONSIDERATIONS

Goal T.3. Provide transportation infrastructure that is conducive to conservation, preservation, and development goals to avoid, minimize, or mitigate impacts on the natural and built context.

POLICY T.3.1. Design and assess transportation improvement plans, projects, and strategies to minimize impacts on air quality and maintain the region's current air quality.

POLICY T.3.2. Promote transportation systems that use less fossil fuel.

POLICY T.3.3. Couple transportation investments with desired land use patterns to enhance and protect the quality and livability of neighborhoods, activity centers, and community places.

POLICY T.3.4. Actively manage parking, including cost and supply, to support land use, transportation, and economic development goals.

POLICY T.3.5. Design transportation infrastructure that implements ecosystem-based design strategies to manage stormwater and minimize adverse environmental impacts.

POLICY T.3.6. Seek to minimize noise, vibration, dust, and light impacts of transportation projects on nearby land uses.

POLICY T.3.7. Design transportation infrastructure to mitigate impacts on plants, animals, their habitats, and linkages between them.

POLICY T.3.8. Promote transportation options such as increased public transit and more bike lanes to reduce congestion, fuel consumption, and overall carbon emissions and promote walkable community design.

Quality Design

The Flagstaff region will pursue quality transportation system design to positively affect our development patterns, physical character, and economic viability. A well-designed street is a joy to travel whether on foot or behind the wheel of a car. Whether road signs or street trees, medians or traffic lights, designers and engineers have a full set of tools to deliver safe, efficient, and enjoyable travel options. Engineering and design standards can be set for all modes appropriate to their urban, suburban, and rural setting. This will achieve expected levels of service and contextual design respectful of the region's unique environmental and cultural heritage, landscape, and viewsheds.

GOALS AND POLICIES - QUALITY DESIGN

Goal T.4. Promote transportation infrastructure and services that enhance the quality of life of the communities within the region.

POLICY T.4.1. Promote context sensitive solutions (CSS) supportive of planned land uses and desired community character elements in all transportation investments.

POLICY T.4.2. Design all gateway corridors, streets, roads and highways to safely and attractively accommodate all transportation users with contextual landscaping and appropriate architectural features.

POLICY T.4.3. Design transportation facilities and infrastructure with sensitivity to historic and prehistoric sites and buildings, and which incorporate elements that complement our landscapes and views.

Transit

Transit plays multiple and emerging roles in the region. It provides basic mobility for transit-dependent individuals. Thousands of NAU faculty, staff, and students rely on transit as a cost-effective means of getting to and across campus. Even now, and more so in the future, transit will play a central role in general mobility, congestion management, and economic development. The region will achieve desirable urban development by maximizing the use of urban parcels with appropriate densities and linking new land development with transit, which reduces land consumption in non-urbanized areas, reduces the number of auto trips and vehicle miles traveled, and reduces air pollution.

GOALS AND POLICIES - TRANSIT

Goal T.5. Provide a high-quality, safe, convenient, accessible public transportation system, where feasible, to serve as an attractive alternative to single-occupant vehicles.

POLICY T.5.1. Cooperate with NAIPTA in developing and implementing the 5-year transit master planning goals and objectives to continuously improve service, awareness and ridership.

POLICY T.5.2. Provide public transit centers that are effectively distributed throughout the region to increase access to public transit.

POLICY T.5.3. Support a public transit system design that encourages frequent and convenient access points, for various transportation modes and providers, such as private bus and shuttle systems, park-and-ride lots for cars and bicycles, and well-placed access to bus, railroad, and airline terminal facilities.

POLICY T.5.4. Support mobility services for seniors and persons with mobility needs.

POLICY T.5.5. Incorporate adopted plans and policies for non-motorized and public transportation in the permitting process for all development or land use proposals, including provisions for efficient access and mobility, and convenient links between pedestrian, bicycle, and transit facilities.

POLICY T.5.6. Enhance public transit options and route designs that allow for options to live well without a car.

POLICY T.5.7. Coordinate with NAIPTA to establish rural transit service within the region that is consistent with county land use plans, based on funding availability, cost effectiveness, location of major trip generators, distance between generators, and the needs of transit-dependent individuals.[4]

[4]Transit dependant individuals: Those who can only get around via public transit, who do not own a car or cannot drive.

Bicycle Infrastructure

FLAGSTAFF URBAN TRAILS SYSTEM (FUTS)

The Flagstaff Urban Trails System (FUTS, say “foots”) is a city-wide network of non-motorized, shared-use pathways that are used by bicyclists, walkers, hikers, runners, and other users for both recreation and transportation.

At present there are just over 50 miles of FUTS trails in Flagstaff. The overall master plan shows about 80 miles of future trails, to complete a planned system of 130 miles.

About half of the miles of existing trails are paved, either in concrete or asphalt, and half consist of a hard-packed, aggregate surface. FUTS trails are generally 8 or 10 feet in width.

FUTS trails offer an incredibly diverse range of experiences; some trails are located along busy streets, while others traverse beautiful natural places - canyons, riparian areas, grasslands, meadows, and forests - all within the urban area of Flagstaff. The system connects neighborhoods, shopping, places of employment, schools, parks, open space, and the surrounding National Forest, and allows users to combine transportation, recreation and contact with nature.

With a few exceptions, FUTS trails are operated and maintained by the City of Flagstaff.

Photo by: XXXXXXXXXXXX

INSERT MAP

Photo by: XXXXXXXXXXX

Our region enjoys a well-deserved reputation as a great place for bicycling. Bicycles are an excellent choice for trips of less than 3 miles which, depending on one's location, can deliver you to the doorstep of most good, services, and businesses in the city. The Flagstaff Urban Trail System and growing miles of bike lanes allow for even longer trips. The region will continue to invest in on-road and trail facilities for bicyclists and will seek to improve the on-site experience by encouraging employers and business to support better parking, changing rooms, and other facilities. In Davis, California 19 percent of employees bike to work. Flagstaff is at 6 percent and climbing.

GOALS AND POLICIES - BICYCLE INFRASTRUCTURE

Goal T6. Provide for bicycling as a safe and efficient means of transportation and recreation.

POLICY T.6.1. Expand recognition of bicycling as a legitimate and beneficial form of transportation.

POLICY T.6.2. Establish and maintain a comprehensive, consistent and highly connected system of bikeways and FUTS trails.

POLICY T.6.3. Educate bicyclists and motorists about bicyclist safety through education programs, targeted enforcement, and detailed crash analysis.

Policy T.6.4. Develop bikeways and bicycle infrastructure that serve the needs of full range of bicyclist experience levels.

Policy T.6.5. Provide short- and long-term bicycle parking where bicyclists want to go.

Policy T6.6. Ensure that policies to increase bicycling and meet the needs of bicyclists are fully integrated into all relevant plans, policies, studies, strategies, and regulations.

Pedestrian Infrastructure

Virtually everyone begins and ends each trip as a pedestrian, so making the region walkable makes sense. It is important for our individual and community health. The economy depends on it – most purchases occur on foot. It is the intent of the region to make walking safe, convenient, and comfortable and for more of us, the mode of choice.

Photo by: Siana Li

GOALS AND POLICIES - PEDESTRIAN INFRASTRUCTURE

Goal T.7. Increase the availability and use of pedestrian infrastructure, including FUTS, as a critical element of a safe and livable community.

POLICY T.7.1. Provide accessible pedestrian infrastructure with all public and private street construction and reconstruction projects.

POLICY T.7.2. Improve pedestrian visibility and safety and raise awareness of the benefits of walking.

POLICY T.7.3. Identify specific pedestrian mobility and accessibility challenges and develop a program to build and maintain necessary improvements.

POLICY T.7.4. Design streets with continuous pedestrian infrastructure of sufficient width to provide safe, accessible use and opportunities for shelter.

Automobiles

Automobiles are likely to continue to be the dominant form of transportation in the region, especially for longer trips. Roads and streets will be more effectively designed into the areas they serve. As parts of the region urbanize, reliability will become more important than speed. In urban activity centers, levels of service for pedestrians, bicycles, and transit will take precedence over service for cars.

PLACE TYPES AND CORRIDORS

Successful places require successful corridors. Constraints by Flagstaff's terrain, railroads, and interstates heighten our need for clear expectations of our corridors to establish the "sense of place" and service the expected land use patterns. The desired "sense of place" for the region, centers, and neighborhoods will be more successfully achieved when the function and role of our corridors is sensitively applied.

Corridors in urban, suburban, and rural places will serve similar yet unique functions and roles. The *Flagstaff Regional Plan* deals directly with the corridors serving regional travel and circulation functions and sets general expectations for the smaller access corridors. The classifications should be understood as a sliding scale with circumstances dictating how purely a road can serve its function.

Corridors may be classified by function: regional travel, circulation, and access. Listed below are some of the modal facilities associated with each.

- **Regional travel** – facilitates long-distance travel across and between regions.
  - Freeways
  - Major arterials
  - Dedicated express bus lanes
  - Passenger and Freight Rail

- **Circulation** – provides for movement between neighborhoods and non-residential uses
  - Minor arterials
  - Urban thoroughfares
  - Major collectors
  - Minor collectors
  - Fixed transit routes
  - Multimodal trails

- **Access** – local access to adjacent land uses
  - Local streets – commercial and residential, neighborhood streets
  - Sidewalks, crosswalks, pedestrian connections

Corridors of all functions serve many roles, and these roles may be understood as:

- **Carrier** of goods and people – how many, how far, what kind, what means
- **Connector of activities** – how active, what scale, what purpose, relationships
- **Space and Shelter** for activities within the public realm – how often, vulnerable, duration, solitude
- **Symbol** for the understanding of place – identity, purpose, behaviors as it applies to specific roads or corridors, not to classes of corridors.
- **Builder** of city and place– conversely, corridors may be perceived as destroyers

Freeways - serve regional travel as a high-capacity carrier for automobile and truck modes and provide space and shelter via rest areas and truck stops. They accommodate high-speed, long trips that connect the region to the state and nation. Freeways build regional economies, but can destroy landscapes, cities and neighborhoods if improperly planned. Freeways require large rights-of-way (up to 300 ft. or more), are designed with full access control and are intended to carry a large percentage of trucks. Adjacent land uses may include commercial areas, open space, public lands, industrial sites and certain institutional sites. Residential property will not abut Freeways unless separated by adequate buffering.

Photo by:XXXXXXXXXXXX

Major Arterials - serve regional travel on relatively high-capacity roadways as a carrier for predominantly cars, transit, trucks and bicycles. Pedestrians will find passage along these arterials and special attention is given to pedestrian crossings. Space and shelter is found at bus stops, pedestrian waiting areas at intersections and mid-block crossings. Key connections are to major regional centers of activity and to extra regional destinations like other cities. As in the case of Route 66, this major arterial is symbolic of "the mother road" - regional identity and pride. Throughput capacity provided by

strong access management will be emphasized over direct property access. Adjacent land uses include highway and regional commercial areas, open space, public lands, industrial sites and institutional sites. Residential property will not abut Major Arterials unless separated by adequate buffering.

Photo by:XXXXXXXXXXXX

Minor Arterials - serve circulation and some travel functions within and between different areas of the region. Activity centers will often be located along a Minor Arterial or at the intersection with another Minor Arterial or a Major Collector. All modes are carried on minor arterials with increasing emphasis on the bicycle and pedestrian modes. Space and shelter become more pedestrian in scale, more frequent and generous. A minor arterial like Lake Mary Road might symbolize the "Great Outdoors." Connections between residential and commercial areas, regional parks and major institutions are often made by minor arterials. Access management remains important, but may be balanced with other needs such as _____. Adjacent land uses include residential and commercial areas, open space, public lands, industrial sites and institutional sites.

Photo by:XXXXXXXXXXXX

Thoroughfares - are unique components of the urban network. They synthesize circulation, access and, to a lesser extent, travel functions and the roles they serve are more balanced and at a uniformly high level. All modes are carried with special emphasis on the pedestrian, transit and bicycle modes. Space and shelter are vital components to thoroughfares as a wide-range of face-to-face interactions will take place here.

Photo by:XXXXXXXXXXXX

Major Collectors - serve circulation by collecting traffic from Minor Collectors and Local streets in an area and deliver it to Major or Minor Arterials. Bicycles and pedestrians are prevalent and all modes carried. These roadways are generally contained entirely within a recognizable area and connect adjoining neighborhoods with each other. Adjacent land uses include residential areas, commercial areas, open space, public lands, industrial sites and institutional sites. Moderate access management is expected with limited direct access being acceptable.

Photo by:XXXXXXXXXXXX

Minor Collectors - collect traffic from local streets and deliver it to major collectors or minor arterials. They serve as carriers for pedestrian, bicycle and cars with lesser roles for transit and trucks.

Connections are made between smaller neighborhoods and parks and occasional convenience centers. Through trips are discouraged as space and shelter activities have increased including promenading, recreational walking and exercise. Adjacent land uses include residential and commercial areas, open space, public lands, industrial sites and institutional sites.

Photo by:XXXXXXXXXXXX

Connectors/ Commercial Local/ Residential Local (Neighborhood Streets)/ Alleys - are minor roads that provide direct vehicle, bicycle and pedestrian access to individual commercial and residential properties, providing no route continuity beyond the areas they serve. Alleys provide secondary access to the rear of residential or commercial properties and may also be used to provide access to parking garages and surface parking lots. They carry pedestrians, bicycles and cars and in commercial areas some streets will provide access to trucks. In residential areas the street surface may be used for space and shelter impromptu recreational activities, visiting, and car-washing. As place builders these streets are vital in creating an attractive setting, efficient access, safe operations, and strong internal circulation.

Photo by:XXXXXXXXXXXX

URBAN	Level of Service									
	Automobiles		Transit		Bicycle		Pedestrian		Truck	
	Activity Center	General	Activity Center	General	Activity Center	General	Activity Center	General	Activity Center	General
Freeways	n/a	M	n/a	n/a	n/a	n/a	n/a	n/a	n/a	M
Arterials	L	M	H	M	M	H	H	M	L	M
Collectors	M	M	M	M	H	M	H	H	L	M
Thoroughfares	L	M	H	M	M	H	H	H	L	M

GOALS AND POLICIES - AUTOMOBILES

Goal T.8. Establish a functional, safe, and aesthetic hierarchy of roads and streets.

POLICY T.8.1. Promote efficient transportation connectivity to major trade corridors, employment centers, and special districts that enhances the region's standing as a major economic hub.

POLICY T.8.2. Maintain the road and street classification system that is based on context, function, type, use, and visual quality.

POLICY T.8.3. Design neighborhood streets using appropriate traffic calming techniques and street widths to sustain quality of life.

POLICY T.8.4. Protect rights-of-way for future transportation corridors.

POLICY T.8.5. Support the area's economic vitality by improving intersection design for freight movements.

Passenger Rail and Rail Freight

The economics of air travel in the Southwest and freight movements across the nation may position passenger rail and rail freight to increase share of travel. BNSF and Amtrak are integral parts of our history and community fabric and can become a more important part of our economy. The region will position itself to take better advantage of this important mode of travel.

Photo by:XXXXXXXXXXXX

GOALS AND POLICIES - PASSENGER RAIL AND RAIL FREIGHT

Goal T.9. Strengthen and support rail service opportunities for the region's businesses and travelers.

POLICY T.9.1. Seamlessly integrate passenger rail with other travel modes including improvements to the downtown passenger rail station and surroundings.

POLICY T.9.2. Promote Amtrak service and support opportunities for interregional passenger rail service.

POLICY T.9.3. Promote development of rail spurs and an intermodal freight facility or facilities as needed to support viable economic growth.

POLICY T.9.4. Increase the number of grade-separated railroad crossings.

Air Travel

Air travel ties our region to the nation and globe more quickly than any other mode of travel. "Face time" is important to all relationships – business relations included. Improving and expanding service to and from Flagstaff Pulliam Airport connects our region to larger hubs of air travel. 55,000* people travel to and from this small airport annually.*Check number

Photo by:XXXXXXXXXXXX

GOALS AND POLICIES - AIR TRAVEL

Goal T.10. Strengthen and expand the role of Flagstaff Pulliam Airport as the dominant hub for passenger, air freight, public safety, and other services in northern Arizona.

POLICY T.10.1. Maintain and expand Flagstaff Pulliam Airport as an important link to the national air transportation system.

POLICY T.10.2. Improve multimodal access and service to and from the airport including transit, bicycle, and parking services.

POLICY T.10.3. Seek opportunities to expand destinations and frequency of regional air service throughout the Southwest and West.

POLICY T.10.4. Plan and manage transportation infrastructure to discourage land uses incompatible with the airport and flight zones.

Public Support for Transportation

Transportation is central to the lives of our citizens. Residents and visitors pay for its construction and operation. That construction and operation is often disruptive. Therefore, an open planning process, inclusive design process, and effective communications are essential.

GOALS AND POLICIES - PUBLIC SUPPORT FOR TRANSPORTATION

Goal T.11. Build and sustain public support for the implementation of transportation planning goals and policies, including the financial underpinnings of the plan, by actively seeking meaningful community involvement.

POLICY T.11.1. Maintain the credibility of the regional transportation planning process through the application of professional standards in the collection and analysis of data and in the dissemination of information to the public.

POLICY T.11.2. Approach public involvement proactively throughout regional transportation planning, prioritization and programming processes, including open access to communications, meetings, and documents related to the plan.

POLICY T.11.3. Include and involve all segments of population, including those potentially under-represented such as the elderly, low-income, and minorities (see Title VI of the Civil Rights Act of 1964 and Executive Order 12898 - Environmental Justice).

POLICY T.11.4. Attempt to equitably distribute the burdens and benefits of transportation investments to all segments of the community.

POLICY T.11.5. Promote effective intergovernmental relations through agreed-upon procedures to consult, cooperate, and coordinate transportation-related activities and decisions, including regional efforts to secure funding for the improvement of transportation services, infrastructure, and facilities.